

But their officers suffer from the same limitation of power when on board ship, as the Engineers, and they have far less share in the work when at sea, since their men are mingled with the sailors at the guns and the discipline is mainly in the hands of the sea officers. It is a grievance with them that their ambition is limited by the Colonel Commandant's rank at Walmers and Chatham, Portsmouth and Plymouth. Only one of them can become a General for administrative purposes at the Admiralty. They cannot be Generals on active service, because they do not belong to the Army, or Captains of ships and Admirals because they are not seamen.

When the problem is stated it becomes easy to see what the aim of the Admiralty must be. It has to get rid of the social jarring between the Naval and Engineer officers, and to improve the prospects of the Mariner, while providing for the future of the ship. Many means have been suggested, but none have been made for a reform. The last was elaborated no further back than November 28, at the United Service Institute by Commander H. O. O'Brien. They all have in different ways the fault of proposing to put the corps of officers through a Medical curriculum, in which all distinctions would disappear, and can only result in the fact that they would introduce new, and possibly fatal, causes of diversity into the Navy. It would be seen, if not too, years before the officers trained on the elaborate scale which they suggest, could be coming into active service. Meanwhile, vacancies must be filled, and there would have to be two sorts of entry into the Navy. When they did come, it would be at the bottom of the ladder, and a general would pass before the Admiralty could be complete. Such a training, too, would deprive the Naval officers, who are to be navigators and seamans of that early familiarity with the sea which is still obtained, though not so thoroughly as it once was, by serving as Midshipmen in commissioned ships. We believe that the Admiralty has no intention of making changes of these wholesale and unwholesome proportions. It will endeavor to secure that similarity of social position and unity of sentiment and character which ought to exist among its officers, by requiring all of them, except the Doctors and, perhaps, the accountants, to go through the Britannia together. At present only the so-called "executive," that is, seamen and navigating officers, receive this schooling. They enter between fourteen and a-half and fifteen and after eighteen months go to commissioned ships. Their education is continued on board, which interferes with their practical training, and complaints are made of want of thoroughness produced by a patchwork system of instruction. According to the new model, the age of entry to the Britannia will be thirteen, and the course will be continued till seventeen or eighteen. By this time it will have been possible to give a sound foundation of technical knowledge.

The identity of professional feeling, which the Admiralty wishes to secure will hardly be obtained if the young officers are to separate immediately after the Britannia course is finished. We may, therefore, expect with confidence, to hear that they will begin their active career together as a midshipman. "Specialization," as it is called, will come at some later period. It is here that the main difficulty of carrying the scheme out fully will probably be found. By the nature of things, there is, and must be, an inherent difference of function separating the officer who directs the course of the ship on the bridge, or the fire of the batteries, from the other who controls the motive power in the engine-room. In the Merchant Service nobody proposes to three the navigator and seaman into hotchpotch with the engineer. But there is no "social question" there, and in the Royal Navy there is. When that is removed, as we may trust it will be by the coming training, and similar early service of all ranks, advance may be expected to be obtained in the Navy also. It is, again, an inevitable consequence of the conditions in which a Navy works that the higher direction must rest with the officer whose place is on the bridge, and in the batteries. The future will probably show that those who are employed on engineering work will be understood to be debased from the command of ship and Squadron. The Marine officer, who will pass from a third to a half of his service on shore in barracks, will be even more obviously disqualified for high Naval command. Both must look to be compensated for whatever they may suppose to lose by having to renounce the certainty of attaining to safe and well-paid places. To make the engine-room and the Marine barracks the refuge of the weary and the disappointed would not tend to the good of the Navy. Some nice adjustment will be required to adapt the existing status of officers to the new rules, but the Navy has always been an elastic institution, and we may look to see it conform itself once more to the necessities of the times.

CHAMBERLAIN'S COUGH REMEDY
LOOSENS the cough, relieves the lungs and opens the secretions. It counteracts any tendency of a cold to a result pneumonia. It is unequalled for bad colds. It always cures and cures quickly. For sale by all Dealers, WATKINS Ltd., General Agents.

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Direct from the best houses of
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UNTRIMMED HATS made up to
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**French
Sweetmeats.**

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Hongkong, December 18, 1902. 2604

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OH, SLY CIGARETTE!

OH, FIE, CIGARETTE!

WHY DID YOU TEACH ME TO LOVE YOU SO,

WHEN I HAVE TO PRETEND THAT I DON'T, YOU KNOW.

BRITISH AMERICAN TOBACCO COMPANY, LIMITED,
HONGKONG.

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THE GREAT HAIR PRODUCER AND RESTORER.

The Very Finest Dressing, Specially Prepared and Delicately Perfumed for the Toilet.

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1/4, 2/6 and (large 2/6 size) 4/6 per Bottle from Druggists &c. all over the World.

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HOLLOWAY'S OINTMENT

Is an unfailing Cure

For Old Wounds, Sores, Piles, Fistulas, Bad Legs, Bad Breasts, AND EVERY FORM OF SKIN DISEASE.

Manufactured only at
78, New Oxford Street, London. Sold by all Medicine Dealers.

UNTOUCHED BY HAND.

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For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

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Messrs. LEA & PERRINS beg to announce that, to further safeguard the public against imitations of their world-renowned

Original Worcestershire Sauce,

they are now printing their Signature, in white, diagonally across the upper part of the red label on each bottle. Anyone copying the same will be at once proceeded against.

WORCESTERSHIRE SAUCE.

The Original and Genuine Worcestershire.

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Natural Toilet Preparations.

"DARTRING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.

"DARTRING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.

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Hotels.

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NO. 2, QUEEN'S ROAD, CENTRAL.

THIS Hotel, having changed hands, has been re-fitted after the style of a First-Class European Hotel, with every comfort and convenience. The Hotel is in very close proximity to the principal Banks, Shipping, Insurance, and Mercantile Offices.

Moderate Tariff.

Hongkong, December 20, 1902. 2622

Pelham House,
FAMILY HOTEL,
WYNDHAM STREET,
M. MOORE,
Proprietor.

865

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THREE minutes' walk from the Steamer Wharves, and seven minutes by Ferry-launch from the City of Victoria.

A First-class Hotel, with thirty-five very airy Bedrooms.

Everything of the Best.

Dinner Parties by Special Arrangement.

Billiards (Thurston Match Table).

Most perfect culinary arrangements.

Food both in European and Eastern styles.

H. RUTONJEE,
Proprietor.

Hongkong, March 8, 1902. 468

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PLUNKET'S GAP, THE PEAK,

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For Terms,

Apply to the MANAGER. 741

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106 HOUSE STREET, HONGKONG.

A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and

Exceedingly Spacious Rooms.

Very MODERATE TERMS for FAMILIES by the DAY or MONTH.

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KOWLOON HOTEL.

THIS HOTEL is situated in a quiet

locality, away from the din and

disturbance of the City, and surrounded by

a delightful Garden it is an ideal place of

Residence. The building stands on an

eminence, giving a magnificent view of the

Harbour and the City of Victoria. It is

within easy access of the Kowloon Wharves,

where the principal Mail Steamers connect

back Passengers, and from which there is a

regular ferry service to Hongkong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBORNE, Manager.

Hongkong, December 6, 1900. 850

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'The Life of Trade.'

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The BEST Medium for Advertising is

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Read by all Classes in the Colony

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-boat	1700	—	3000	Comdr. Seymour E. Reskine	Singapore
Albatross	battleship, 1st class	12,350	16	13,800	Captain T. H. M. Jerram	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. R. Nugent	Canton
Albatross	crucier, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wenhaw
Albatross	crucier, 1st class	11,000	16	18,000	Capt. George H. Cherry	Singapore
Albatross	crucier, 1st class	11,000	16	18,000	Capt. F. G. Stopford	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. F. M. Leake	Yankee
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. T. D. Pratt	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Captain Henry M. Tator	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Captain Robert H. S. Spokes	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. Ernest Barton	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. John J. Graham	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	In Reserve	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Captain W. A. Carter	Singapore
Albatross	crucier, 1st class	11,000	16	18,000	Capt. F. H. Henderson, C.M.G.	Singapore
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. G. C. Hardy	Wailawai
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. J. D. Daintree	Wailawai
Albatross	crucier, 1st class	11,000	16	18,000	Fleet Reserve	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Comdr. G. B. Powell	Canton
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Comdr. G. G. Webster	Canton
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. C. W. M. Plenderleath	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Captain R. W. White	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Com. C. P. Mansel	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. W. H. Nicholson	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Capt. Harry C. Reynolds	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Capt. Morris H. Smyth	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Com. D. St. A. Wake	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Com. John P. Irwin	Canton
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. O. A. W. Hamilton	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. Murray Lockhart	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Comdr. Worsley	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Fleet Reserve	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Captain Lewis Bayly	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. Robinson	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Comdr. R. W. Dalry	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lieut. Forbes	Wailawai
Albatross	crucier, 1st class	11,000	16	18,000	Comdr. S. St. John Farquhar	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Com. Ernest C. Hardy	Hongkong
Albatross	crucier, 1st class	11,000	16	18,000	Lt.-Com. C. Mackenzie, D.S.O.	Shanghai
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. Hugh Somerville	Hankow
Albatross	crucier, 1st class	11,000	16	18,000	Lieut.-Com. Chilcote	Shanghai

* Flag of Vice-Admiral Sir Cyprian A. G. Bridge, K.C.B., Commander-in-Chief.

** Flag of Rear-Admiral Harry T. Grenfell, C.M.G.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,800	Captain Dredger	Nanking
Alouette	French gunboat	300	—	—	Lieut. A. Belloy	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Canton
Aspic	French gunboat	—	—	—	Commander Journe	Singao
Avalanche	French gunboat	580	—	—	Lieut. Fido	Haiphong
Bengali	French gunboat	4009	19	9000	Capt. Lefevre	Nanking
Daguerre	French gunboat	625	—	—	Commander Louel	Haiphong
Comete	French gunboat	690	—	—	Commander Leamy	Shanghai
Decade	French flag ship	8114	14	13,600	Captain Fourmet	Tonkin
D'Entrecasteaux	French cruiser	3739	10	9000	Captain Serris	Woume
Frant	French gunboat	1250	6	2200	Capt. La Gouleur	Hongkong
Kersaint	French gunboat	470	—	—	Capt. Beane	Singao
Lion	French gunboat	3988	14	8500	Capt. Hurst	Shanghai
Oly	French cruiser	9437	8	8071	Captain Scuas	Shanghai
Pascal	French cruiser	1800	2	900	Captain Bonifoy	Singao
Redoubtable	French gunboat	629	2	900	Capt. Vincent	Shanghai
Syx	French gunboat	—	—	—	Captain Mornet	Shanghai
Surprise	French gunboat	—	—	—	Captain Blondel	Yungtse
Taklang	French gunboat	—	—	—	Captain Blondel	Along Bay
Vauban	French cruiser	400	4	441	Co. adr. Villeneuve	Canton
Vigilant	French gunboat	—	—	—	—	Singao
Viper	French gunboat	—	—	—	—	—
Bussard	German gunboat	1600	8	2900	Comdr. von Bassewitz	Kiautschow
Furst Bismarck	German flag ship	11,000	36	14,000	Captain Friedrich	Hongkong
Geist	German gunboat	1600	8	—	Capt. Berger	Singapore
Hansa	German cruiser	6000	20	10,000	Capt. Passchen	Shanghai
Herta	German cruiser	6000	20	10,000	Capt. Ingenohl	Hongkong
Ilis	German gunboat	1000	10	1300	Lieut.-Commander Hallermann	Hongkong
Jaguar	German gunboat	900	10	1300	—	Shanghai
Loche	German gunboat	850	10	—	Comdr. Wuthmann	Yungtse
Schwalbe	German gunboat	1120	8	1500	Commander Hilbrand	Singapore
Securid	German gunboat	1600	8	2800	Comdr. Hoffmann	Nanking
Tiger	German gunboat	900	10	1300	Comdr. Schrader	Hongkong
Vorwarts	German gunboat	—	—	—	Comdr. von Weiss	Shanghai
Thetis	German gunboat	—	—	—	—	Shanghai
Lombardia	Italian cruiser	2900	10	6843	Captain John Bos	Shanghai
Marco Polo	Italian cruiser	4583	16	10,543	Captain Dotti	Shanghai
Vesuvio	Italian cruiser	4600	14	6820	Captain Zezi	Shanghai
Dix	Portuguese gunboat	720	—	—	Captain d'Azavedo	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Hongkong
Admiral Nachimoff	Russian cruiser	9000	18	8900	Captain Stenmann	Singapore
Alouet	Russian gunboat	210	6	730	Comdr. Guinter	Vladivostok
Amur	Russian cruiser	2600	5	4700	Comdr. Gramatichko	Port Arthur
Bolshoi	Russian gunboat	1050	6	1150	Comdr. Zolovskiy	Newchwang
Galitskaya	Russian gunboat	500	9	3800	Comdr. Yuriev	Port Arthur
Gromoboi	Russian gunboat	1490	6	2900	Comdr. Zagarskiy	Shanghai
Gulnik	Russian battleship	12,384	44	14,500	Captain Jensen	Nagasaki
Korietz	Russian gunboat	1009	5	1000	Comdr. Shunoff	Shanghai
Konstantin	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Nanking
Korietz	Russian gunboat	1224	7	1400	Comdr. Novakovsky	Shanghai
Manjour	Russian gunboat	1490	6	2900	Comdr. Yasiloff	Port Arthur
Olavny	Russian battleship	12,674	15	14,500	Captain Koroleff	Nagasaki
Rensviet	Russian gunboat	10,980	16	10,930	Captain Koroleff	Port Arthur
Potoparlovsk	Russian battleship	10,980	16	10,930	Captain Koroleff	Port Arthur
Poltava	Russian battleship	10,980	16	10,930	Captain Koroleff	Port Arthur
Rasboynica	Russian cruiser	19	1331	1768	Comdr. Kuvinskiy	Port Arthur
Rosia	Russian protected cruiser	12,200	32	17,000	Captain Sopolenskiy	Vladivostok
Rurik	Russian protected cruiser	10,923	26	13,250	Capt. Matusevich	Nagasaki
Saratopol	Russian battleship	10,980	16	10,800	Captain Serobrennikoff	Port Arthur
Silach	Russian gunboat	950	2	1125	Lieut.-Comdr. Knoff	Port Arthur
Sivochet	Russian gunboat	1060	8	1125	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Vs-dnik	Russian gunboat	500	9	3300	Comdr. Zogoriansky-Kireel	Port Arthur
Zbinka	Russian cruiser	1230	8	1194	Comdr. Abramoff	Port Arthur
Ainapolis	U. S. gunboat	1005	10	1277	Commander Karl Rohrer	Manila
Don Juan de Austria	U. S. gunboat	1159	8	1600	Commander O. G. Bowman	Manila
Frolic	U. S. gunboat	1800	—	—	Lieut.-Comdr. J. M. Holm	Manila
General Alava	U. S. gunboat	1800	—	—	Lieut.-Comdr. W. F. Halse	Manila
Holona	U. S. gunboat	1390	8	1883	Comdr. C. R. Ingessoff	Manila
Kontucky	U. S. flag ship	11,394	41	10,000	Captain C. H. Stockton	Manila
Manila	U. S. gunboat	1390	2	750	Comdr. T. H. Stevens	Manila
Monadnock	U. S. monitor	389	6	9000	Captain Mahan	Shanghai
Monocacy	U. S. gunboat	137	6	850	Comdr. F. W. Mice	Taku
Monterey	U. S. monitor	408	4	3444	Capt. Devick	Hongkong
New Orleans	U. S. cruiser	414	—	—	Lieut.-Comdr. Sperry	Manila
Princeton	U. S. flag ship	32	24	17,431	Captain M. R. S. Macdonald	Amoy
Quincy	U. S. gunboat	100	6	800	Commander J. P. Selfridge	Nagasaki
Vicksburg	U. S. cruiser	100	10	1118	Comdr. Leander	Manila
Wilmington	U. S. gunboat	1397	9	1894	Commander E. B. Barry	Amoy
Yorktown	U. S. gunboat	1710	6	1801	Commander E. S. Prim	Manila

TELEGRAMS.

[REUTERS SERVICE.]

INDISPOSITION OF MR. BALFOUR.

LONDON, January 13, 1903.
Mr Balfour is confined to his house with a feverish cold. Later news gives a slight rise in temperature, necessitating confinement to bed.

MACEDONIA.

The *Nova Franks* states that Austria and Russia have agreed to demand reforms in Macedonia, including the establishment of financial control over the collection of taxes, and the payment of officials and troops; also the control of the gendarmerie by the appointment of Belgian, Dutch and Swiss officers.

SOUTH AFRICA.

Discussions between Mr Chamberlain and the leading men of Johannesburg promise a successful issue generally.
It is stated that an Imperial guarantee of £30,000,000 will be issued for re-productive works and that the Transvaal contribution to the war will be the same amount, spread over three years.

CANTON NEWS.

(From Our Own Correspondent.)

THE CANTON-HANKOW RAILWAY.

Canton, January 14.
Although the engineers have now been at work for some months, there is not much to be seen of the Canton-Hankow Railway, although a great deal of work has been done. When once the actual construction of the railway is undertaken, the progress will soon be apparent. It was agreed to determine first of all to complete a line between Canton and Fatsan. The old saying that increased facilities for travelling induces people to travel is no less true of China than of Europe of America. The number of passengers travelling every day between Canton and Fatsan, compared with five years ago, is at least ten times as great, and it is always increasing. These things augur a successful future for the Company.

ITEMS.

The opium monopoly is said to have been let for a sum of one million dollars. This sum is to be divided into monthly payments and to be paid on the first day of each month. This shows that the opium trade represents a lot of money. Of course, with Canton as centre, it includes a large part of the Province, but even keeping that in mind the Spirit trade is small and insignificant. The Spirit monopoly for Pui U, one of the largest and wealthiest Districts, including, as it does, half of Canton city, is only twelve thousand dollars a year.

A Canton street watchman, found guilty of the charge of harbouring robbers, has been placed in a cage in a public part of the city to reflect on his conduct and act as a warning to men of his class. It is a pity, if nothing can be done to stop the too free use of revolvers in the streets of Canton—already several fatal assaults have taken place. The danger to others is often greater than to the man who is attacked.

CHANGES.

The Kwong Chas Prefect has retired. Mr and Mrs Pearson are leaving to settle in Switzerland. The Rev. W. Bridie, who has been in charge of the educational work of the Wesleyan Mission for the last nine years, is removing to Hongkong to take up the work of an Army and Navy Chaplain. Mr and Mrs H. J. Stevens, of the London Mission, are also going home.

The Situation in Kansu.

The following is taken from the *N. C. Daily News* of the 9th inst.:—Writing under date 13th December from Kai-to-kan, Honan, Mr C. J. Anderson, of the China Inland Mission, sends further particulars in regard to the situation in Kansu. He quotes a letter to hand from the province in question as follows:—Affairs in Kansu are very serious. Tung Fu-hsiang is 90 li north of Kansu in a walled town. A man, who was sent to inquire about the rumours, spent two days in Tung's stronghold, he reports the valley is full of troops, tents, etc., and that there were 20 'yings' of troops around him. The names of many men, now at their homes, are enrolled, so that they may flock to Tung's standard at his call. The soldiers want to fight, and their general talk is, 'In Shensi and Kansu there is not to be left one foreign devil.' All travellers are searched and letters for missionaries have been opened. A parcel of letters has just arrived through the yamen and every one was torn open, nor could any answer be obtained to enquiries. A reliable source states that 'there will be trouble before long.' It is said that Tung has a great store of ammunition supplies, and that the Taoist at Kansu has received orders from Court to disband his troops. Four thousand were disbanded in one day, and everyone joined Tung. It is also said that Tung, Fu-hsiang, Prince Tuan, Ping-hang Taoist, and Yung Lu at Peking are working together. The fact is that Tung has bought up an immense store of grain and fodder, so that the price has gone up to nearly double; grain by camel is nearly 200 miles distant. Another fact is that the missionaries are forbidden by the officials to go toward the neighbourhood of Kunen, or to go into the streets in the evening. This is something new in the quiet province of Kansu. Trouble seems to be not far off.

LOCAL AND GENERAL.

Notes by the Way.

A seam of coal of thirty feet has been found in the Transvaal.

The *Times* (London) has received messages from Canada by wireless telegraphy.

The Countess of Carnarvon has been robbed of five thousand pounds worth of jewels in France.

The Australian Eleven share of the proceeds of the earnings in the English test matches amounts to £4258.

Koch and two assistants have been engaged by the Imperial Government to cope with the cattle plague in South Africa.

An Adelaide telegram dated 9th Dec. states:—The ship *Inverchy* has been wrecked at Barrow Heads, but all on board have been saved.

Two men, bathing at Falmouth, London, caught hold of a wire which was accidentally charged with electricity, the result being that the men were instantly killed.

Loss to Meteorology.

The Lake Geneva observatory, including Yerke's telescope, which is the largest of its kind in the world, has been destroyed by fire.

Tragedy in Arkansas.

Through an explosion of gasoline at the Turf Exchange, Arkansas, thirteen persons have been killed and thirty injured.

Polo Match.

A polo match, Hongkong v. Kowloon, will be played on Saturday, the 17th inst.; by kind permission of Lieut-Colonel Candy and officers, the band of the 14th Bombay Infantry will play.

Shipping Disaster.

A London telegram dated 18th ult. reports that the steamer *Morley* has foundered at Dublin Bay. With the exception of one survivor, the whole of the crew and passengers on board the unfortunate vessel have perished.

Murderers Reprieved.

Kitty Byron was sentenced to death for fatally stabbing Baker, of the London Stock Exchange, but was recommended to mercy. Subsequently, she was reprieved, as were also the women Ethel Rollinson and Eva Eastwood also under sentence of death.

Boers Charged with Murder.

Commandants Barend and Colliers have been committed for trial at Kroomstadt on the charge of murdering last year Lieutenant Doyle, who was a captive but was acquitted by the Boer Court. Colliers says he acted under General Botha's instructions.

The Double Life.

Sam Ni, the wife of a well-to-do Chinese, who has shops in Hongkong and in Chinese territory, kept a pawnshop, Chinese hotel, and opium den at Kap Sui Mun, without the necessary permit. At the Magistrate's, to-day, Mr Hazeldine fined her \$375.

Shipping Subsidies.

In the report of the Select Committee on Steamship Subsidies published as a Parliamentary paper, there are several paragraphs comparing the subsidies paid in England and various other countries. England pays £750,590 in mail ship subsidies, not including the £150,000 just agreed upon with the Cunard Company. Admiralty subsidies amount in addition to £77,813 a year. There is only one deviation in the direction of commercial policy—the recent subvention to the West India service to Jamaica. The P. and O., who receive by far the largest subsidies in the kingdom, are paid £330,000 annually for a weekly service to Bombay, a fortnightly service to Shanghai, and a fortnightly service to Australia, but they consider the subsidy very inadequate even for purely postal services. The Orient Line, for a fortnightly service to Australia, receives £85,000 a year. The Canadian Pacific Railway, for the conveyance of mails, troops, and stores from Halifax or Quebec, via Vancouver, to Hongkong, has £60,000 annually, and this contract is about to be renewed. The German policy combines direct and indirect subsidies. The North German Lloyd gets £195,000 for its East Asian service and £115,000 for the Australian service, and the German East Africa Company gets £27,500 a year. France pays £1,787,271, but has not proportionately increased her trade. Russia pays £318,061 for transport and £46,895 for postal service. Austria pays £247,000 for postal and £54,289 for trading bounties. Japan pays about £600,000.

WHAT IS A COUGH?

A spasmodic effort to expel the mucus from the bronchial tubes. A cold causes a more abundant secretion of mucus, and when the lungs and bronchial tubes are inflamed, they are extremely sensitive to irritation. Unless care is taken, the cold may result in pneumonia, which is swift and deadly. If the cold is lingering one, the more leisurely but equally fatal consumption may set in. Do not neglect a cold or cough. Take Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Theatrical Friends.

Dallas' Company has been drawing large crowds at the Calcutta Opera House. Mr and Mrs Dallas are both with the Company, so is Mr Percival King. The Broughs are also drawing well.

Stolen Milk.

Two Chinese were sentenced each to a month's imprisonment, for stealing seven tins of condensed milk from the premises of the Hongkong and Kowloon Wharf and Godown Co., Kowloon, at the Magistrate's, to-day.

The Plague in India.

A Calcutta telegram dated the 24th December states:—The plague mortality continues slowly to increase, 14,203 deaths being reported in India during the last week compared with 13,415 in the previous week and 9,198 in the corresponding period of last year.

Battered with a Vengeance.

The steam-roller which is being employed at Praya East caused an obstruction this morning. One of the heavy stone wheels proved too weighty for the road over a drain opposite Messrs Mody's yard. The permanent way collapsed and the roller remained jammed in the ground, powerless to move one way or the other.

A Correction.

We are informed that in our report of the Appeal case in which Pan Kwok Chiu was appellant and Pan Leung and others were respondents, published in our issue of the 12th January last, there was an error, inasmuch as the appellant was not ordered to pay the costs of the Appeal, but the costs were to be costs in the cause, viz., payable by the losing party in the action in the Original Jurisdiction.

St Joseph's College.

A concert will shortly be held in aid of the St Joseph's College building fund. The fact that it will be under the direction of Signor Cattaneo guarantees its artistic success. The building operations are now almost complete, and the College will be ready for the inspection of visitors within two weeks' time. Mr Thio Tean Seng, a Penang gentleman, has generously given \$2,000 towards the fund, and the majority of the local firms are subscribing.

The New War-paint.

Orders have been given that before the Channel Squadron goes to sea again all the ships are to be painted French grey, which is now the regulation colour for the British Navy. The ships of the Mediterranean Squadron are also to be painted this colour by April 1 next. This will be an expensive proceeding, but the result, in the opinion of some naval experts, is worth the outlay, as the experiments during the recent Naval Manoeuvres showed that grey-coloured ships made a very difficult target, except at very close range. All ships of the Channel Squadron are also to have electric ammunition hoists fitted to their guns to expedite the supply of ammunition and lighten the labours of the gun crews.

The Archbishop of Canterbury.

Dr Randall Davidson, the new Archbishop of Canterbury, is a Scotchman having been born in Edinburgh in 1848. He has had a very successful career in the Church, having attained the highest position in the Anglican Church, which makes him the first of the King's subjects, in his 56th year. He was educated at Trinity College, Oxford, and before he was thirty was chaplain and private secretary to Archbishop Tait. He was subsequently secretary to Archbishop Benson, and chaplain to the Queen, Dean of Windsor, Bishop of Rochester, Clerk of the Closet to the Queen, and Bishop of Winchester. He wrote the life of Archbishop Tait (of whom he is the son-in-law).

Steamer Burned at Sea.

The *Times* of Ceylon of the 29th ult. states:—On Saturday morning, the British India Co's steamer *Savada* arrived off the port, but did not enter harbour, to drop ashore the master, officers and crew of the steamer *Mombassa* of Glasgow. The *Mombassa* had been destroyed by fire at sea a few days before, and the officers and crew having taken to the ships-boats were standing by the burning vessel when the B. I. box fortunately came up with them. The party who landed were Captain Fair, Chief Officer; Mr J. Cockin, Second Officer; Mr J. Garraway, Chief Engineer; Mr A. Richmond, Second Engineer; Mr R. Dick, Third Engineer; Mr Morson, Fourth Engineer, and twenty-four European seamen. They were burned out on Monday, the 22nd instant. The *Mombassa* was on a voyage from Calcutta to New York with jute and salt-petre. The cause of the fire is put down to spontaneous combustion. The following notification was published from Calcutta on the 27th December:—The steamer *Mombassa*, official No. 111,212, of Glasgow, is reported abandoned in Lat. 15 deg. 22 min. N., and Long 85 deg. 24 min. E. on fire. Drifting in a south-westerly direction at the rate of a knot an hour: a danger to shipping: mariners to be warned.

IT WILL NOT DO.

To fool with a bad cold. No one can tell what the end will be. Pneumonia, catarrh, chronic bronchitis and consumption invariably result from a neglected cold. As a medicine for the cure of colds, coughs and influenza, nothing can compare with Chamberlain's Cough Remedy. It always cures and cures quickly. For sale by All Dealers; WATKINS Ltd., General Agents.

We hear on good authority (says the *Rangoon Gazette*) that Lieutenant-Colonel W. J. R. Wickham, C.B., is to be Deputy Inspector-General for Supply and Transport in Burma. Col. Wickham earned his C. B. for transport work in South Africa. He is now on leave and Lieutenant-Colonel Bond, C.B., will act for him until his return to India about next November.

THE BURMA COMMAND.

We understand that Major-General G. Henry, R.E., now Quarter-Master-General in India, is likely to obtain the Burma Command. General Henry, as Captain Henry, was employed in the Upper Burma Field Force as a Deputy Assistant Quarter-Master-General in the campaign of 1885-87 so is not new to the province, and, as such, well fitted for a Command requiring technical knowledge, for instance, with sub-marine mining, etc. He was employed as a Deputy Adjutant-General, Madras Command, in 1890, prior to being made Quarter-Master-General in India.

The effort that is made and fails is of more value than the unexecuted plans that might have been successful.

LOCAL AND GENERAL.

Notes by the Way.

Lord Willoughby de Broke has died on the voyage from England to Australia.

The French Mail of the 15th December was delivered in London on the 12th inst.

We hear that the steamer *Embarly* has been bought by a Chinese firm at Singapore.

Parcel mails for Europe &c., by *ss. Ballarat* will close at 3 p.m. on Friday, the 16th inst.

We regret to hear that Sir Cecil Clementi Smith has been suffering from gastric catarrh.

Since his arrival in Singapore, Admiral Sir Harry Keppel has not been in good health.

Astor has given £30,000 in memory of his little daughter to the London Children's Hospital.

Vasto, the winner of the Viceroy's Cup at the Calcutta Races, was twice beaten in other races.

It is reported that the Hartopp divorce cross-suits cost upwards of £13,000. The lawyers gained most of this.

The American Methodist Episcopal Church has collected £4,000,000 for twentieth century thanksgiving.

The death occurred on the 28th ult. of Dr E. C. Pettifer, District Medical Officer, Calcutta, from appendicitis.

Mr Charles Henry Wilson, of the Hongkong and Shanghai Bank at Rangoon has received the decoration of C.I.E.

Major Crawley, 13th Lancashire, and Lieut. D. Carleton, 9th Lancashire, will join the West African Frontier force.

The English cricketers now in New Zealand scored 321 in their first innings in a match against the Colony.

New South Wales, in the Sheffield trophy competition, has beaten South Australia by 210 runs and Victoria by 136 runs.

Father McEnroe, of Sydney, while trying to stop a runaway, was knocked down and killed, his skull being fractured and body injured.

An Australian telegram states that Mr A. S. Row, partner in the firm of Bawick, Moreing and Co., of London, is missing. Mr Moreing is at present in North China.

The *Singapore Free Press* agrees with us that where Chinese 'bosses' stir up strife amongst the coolie classes the agitators should be deported summarily from the Colony.

The Swedish steamer *Victoria*, while on a voyage from Penang to Iloilo, caught fire in Singapore Roads on the 7th inst. Assistance was sent to her, and the fire was soon extinguished.

The King has been pleased to approve the appointment of the Earl of Meath to be Chancellor of the Royal University of Ireland, and of the Earl of Westmeath to be a member of the Senate.

At the final State examinations for ladies, which have just been held for the first time in St. Petersburg, one hundred and eleven candidates have obtained their medical degree.

Five Norwegians who left Lillesand on August 1 in a thirty-six foot sailing boat arrived at Capetown on the 6th December. They called at Dover, Madeira, Cape Verde, and Bahia.

Captain Wilkinson, who has commissioned the *Thetis* at Chatham, takes that vessel to China to relieve the *Arctus*, which is ordered to England. The latter was commissioned at Chatham in November, 1899.

The torpedo gunboat *Spider*, built at Devonport, 15 years ago, at a cost of £50,000, is to be sold out of the service, an order to refit her at a cost of £29,000 having been cancelled after a survey had revealed the unsatisfactory character of her hull.

We hear on good authority (says the *Rangoon Gazette*) that Lieutenant-Colonel W. J. R. Wickham, C.B., is to be Deputy Inspector-General for Supply and Transport in Burma. Col. Wickham earned his C. B. for transport work in South Africa. He is now on leave and Lieutenant-Colonel Bond, C.B., will act for him until his return to India about next November.

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DEATHS.

At Fokstone, on the 14th inst., Mrs H. M. PLAYFAIR, aged 71, widow of the late Lieut. Colonel G. W. Playfair, Madras Staff Corps, and mother of Geo. W. Playfair, Hongkong.

At Montana, Johore Bahru, on January 1, DOUGLAS MAJOR, Victoria's youngest and dearly loved daughter of William and Laura Mary Kilgour; aged 5 years.

The publication of this issue commenced at 5.30 p.m.

The China Mail.

HONGKONG, THURSDAY, JANUARY 15, 1903.

LOCAL AND GENERAL.

Golf Championship of the East.

The golf championship of India and the Far East has been won by Mr Stuart Smith from Mr Mitchell Jones, by seven up and six to play.

Artillery Officer Killed.

A Delhi telegram, dated 31st December, says:—2nd Lieutenant Philip Papillon, 35th Battery, Royal Field Artillery, was accidentally shot dead while out shooting on the afternoon of the 28th December.

A Foolish Statement.

Speaking at a meeting of a Geographical Society at Munich, Mr Pauliney Bigelow, the American author, said that Kiacchor could never be more than a pleasant seaside resort. The best policy was to concentrate foreign protection on the national port of Shanghai and to declare it to be a Republic free from consular and official meddling.

A Salutary Lesson.

At the Magistrate's, to-day, a salutary lesson was read for the benefit of cruel Chinese. Loung Fui, co-proprietor of a coolie employed at 51 Central Market, was charged by Inspector MacEwen with cruelty using a partridge. The wings of the bird were tied and the coolie was swinging it at the end of a string. He was fined \$100, and given the option of undergoing three months.

Our Knights.

The formal announcement appears in the *Gazette* of 9th ult. that the King has been pleased, by Letters Patent under the Great Seal of the United Kingdom of Great Britain and Ireland, to confer the dignity of a Knight of the said United Kingdom unto Edward Fleet Alfred, of The Boltons, in the Royal borough of Kensington, in the county of London, Esquire; and William Hugh Goodman, Esquire, Chief Justice of the Supreme Court of the Colony of Hongkong.

Royal Hongkong Yacht Club.

The second race for the Commodore's Cups will be sailed for on Saturday next, the 17th inst. Course and conditions as for the first race. The 7th Club Race will be sailed on Sunday next, the 18th inst. Course—No. 24. The 8th Club Race, which was fixed for February 1, is postponed to February 8 on account of the Chinese New Year holidays. The officers of the Royal Engineers have kindly offered a cup to the Club. The race will probably take place on February 22. Course and conditions will be published later.

Band at King Edward Hotel.

By kind permission of Col. Birdwood and Officers, the Band of the 16th Bombay Light Infantry will play the following selections of music at the above Hotel during dinner from 7.30 to 9.30 p.m., on Friday, the 15th instant:—

March... 'The Royal Engineers' R. Blanchon
Lancers... 'The Spanish Beauty' M. Rille
Serenade... 'La Paloma' J. Hartmann
Selection... 'The Toreador' Ivan Caryll
Valse... 'Gipsies' A. G. Crowe
Galan... 'Die Wilderer' ...
GOD SAVE THE KING.

A Millionaire's Magazine.

Sir George Newnes is bringing out a new and remarkable periodical. One might almost say that it is a magazine for millionaires. It is a quarterly, and the price is to be ten guineas per copy. The magazine is to deal with art, and its chief feature will be coloured reproductions of beautiful and famous pictures which have never before been reproduced. Mr A. G. Temple, who managed all the art exhibitions at the Guildhall, is the editor. On account of the difficulty of producing a greater number in the space of three months, it is expected that each issued will be limited to 500 copies.

The Burma Command.

We understand that Major-General G. Henry, R.E., now Quarter-Master-General in India, is likely to obtain the Burma Command. General Henry, as Captain Henry, was employed in the Upper Burma Field Force as a Deputy Assistant Quarter-Master-General in the campaign of 1885-87 so is not new to the province, and, as such, well fitted for a Command requiring technical knowledge, for instance, with sub-marine mining, etc. He was employed as a Deputy Adjutant-General, Madras Command, in 1890, prior to being made Quarter-Master-General in India.

The effort that is made and fails is of more value than the unexecuted plans that might have been successful.

Telephone No. 155.

TRADE MARK

BEERS

PILSENER, JUBILEE \$16.50 6

ELCAPITAN 16.50 6

DORTMUND 18.90 6

MILWAUKEE PLATZ 20.00 10

JAPANESE YERISU LIGHT 16.00 8

BLACK 17.00 8

H. PRICE & CO.,

158 12, Queen's Road.

MEMOS. FOR TO-MORROW.

Meeting.

9.00 p.m.—Meeting of Penetration Lodge.

General Memoranda.

SATURDAY, January 17:—

11 a.m.—Meeting of Shareholders of The China Provident Loan and Mortgage Co., Ltd., at the Company's Office.

MONDAY, January 19:—

3 p.m.—Auction of Several Lots Nos. 1 to 19 for erection of Booths and Mats at North of the Grand Stand Enclosure.

Goods per *Sundhi Maru* not cleared on this date subject to rent.Goods per *Ceylon* not cleared on this date subject to rent.Goods per *Banca* not cleared on this date subject to rent.

WEDNESDAY, January 21:—

Noon.—Meeting of Shareholders of The National Bank of China, Ltd., at the Bank's Premises.

Goods per *Bangka* undelivered after this date subject to rent.

MONDAY, January 26:—

11.45 a.m.—Meeting of Shareholders of The West Point Building Co., Ltd., at the Company's Office.

Noon.—Meeting of Shareholders of The Hongkong Land Investment and Agency Co., Ltd., at the Company's Office.

CHINESE SCHOOL BOOKS

I.—Sam Tsz King.

II.—Tsin Tsz Man.

Translated into English by Dr. E. J. EITEL.

PRICE:

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GÖTTE, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports; North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

Ship	Departure	Freight
S. S. Nürnberg	20th January, 1903	Freight.
Capt. JABURG		

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE.

Ship	Departure	Freight
S. S. Ansbach	30th January, 1903	Freight.
Capt. DUCKSTEIN		

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

Ship	Departure	Freight and Passengers
S. S. Hamburg	19th February, 1903	Freight and Passengers.
Capt. V. BENZER		

FOR HAVRE AND HAMBURG.

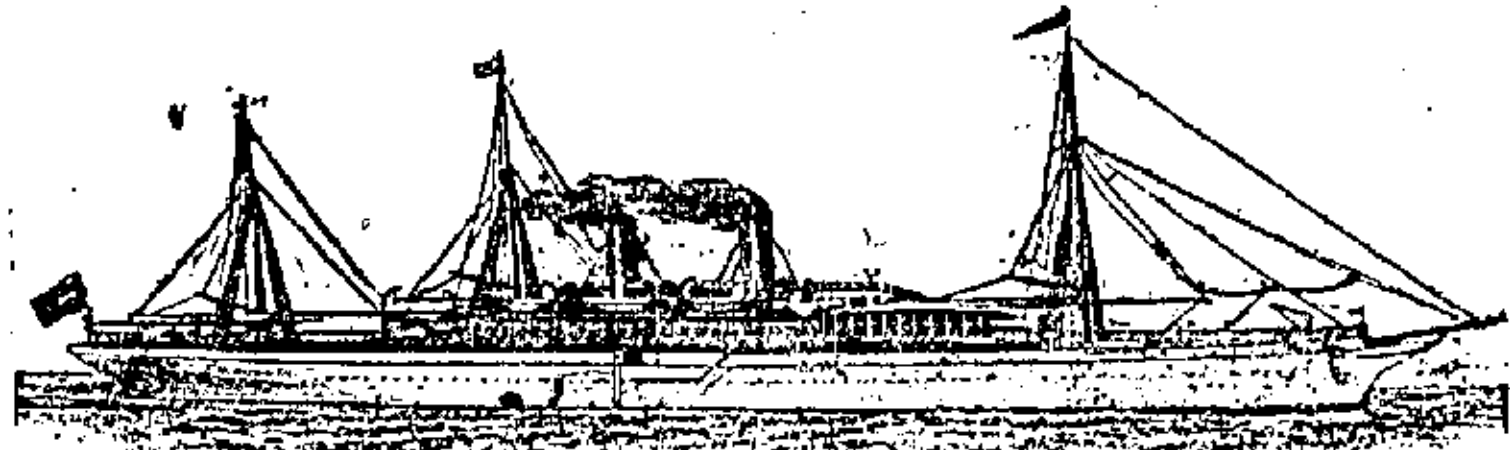
CALLING AT SINGAPORE AND PENANG.

Ship	Departure	Freight
S. S. C. Paul Lauer	24th February, 1903	Freight.
Capt. PAUL		

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

Queen's Buildings, No. 1.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Shanghai, Nagasaki, Kobe, Yokohama and Victoria, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—8,000 Tons—10,000 Horsepower—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Ship	Tons	Departure
R.M.S. EMPRESS OF INDIA	9,600	WEDNESDAY, Feb. 11.
R.M.S. TARTAR	4,125	WEDNESDAY, Feb. 25.
R.M.S. EMPRESS OF JAPAN	9,000	WEDNESDAY, Mar. 11.
R.M.S. ATHENIAN	3,822	WEDNESDAY, Mar. 18.
R.M.S. EMPRESS OF CHINA	9,000	WEDNESDAY, April 1.
R.M.S. EMPRESS OF INDIA	9,000	WEDNESDAY, April 22.
R.M.S. EMPRESS OF JAPAN	4,125	WEDNESDAY, May 6.
R.M.S. EMPRESS OF CHINA	9,000	WEDNESDAY, May 13.
R.M.S. ATHENIAN	3,822	WEDNESDAY, May 27.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous IZUMI SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the CANADIAN OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, valid for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

Pedder Street.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBÉ & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Steamship	Tons	Captain	Departure
INDRAVELLI	4,899	W. E. Craven	January 25, 1903
INDRAPURA	4,899	A. E. Hollingsworth	February 25, 1903
INDRASAMHA	5,197	R. P. Craven	March 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 13th January, 1903.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates
YAMAGUCHI MARU, S. YOSHIZAWA	KOBÉ AND YOKOHAMA	FRIDAY, 16th Jan., at Noon.
HAKATA MARU, F. L. SOMMER	NAGASAKI, KOBÉ AND YOKOHAMA	FRIDAY, 16th Jan., at Daylight.
KASUGA MARU, H. FRASER	NAGASAKI, KOBÉ AND YOKOHAMA	FRIDAY, 23rd Jan., at Noon.
HINGO MARU, F. DAVIES	MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	SATURDAY, 24th Jan., at Daylight.
KAGOHIMA MARU, K. KORI	KOBÉ AND YOKOHAMA	SUNDAY, 25th Jan., at noon.
HIROSHIMA MARU, J. NAGAO	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 27th Jan., at Noon.
KAGA MARU, J. W. ERSTLAND	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ AND YOKOHAMA	TUESDAY, 27th Jan., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, January 15, 1903.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PHRYNUS	16th January.
GLASGOW AND LIVERPOOL	PARKING	22nd January.
GLASGOW AND LIVERPOOL	DIOMED	28th January.
GLASGOW AND LIVERPOOL	CHINGWOO	3rd February.
GLASGOW AND LIVERPOOL	MACHAON	11th February.

The S. S. PHRYNUS left Singapore on the 11th inst., and is expected here on 16th inst.

HOMEWARDS.

LONDON BERTH.

FOR	STEAMER	TO SAIL
LONDON	ANTENOR	20th January.
LONDON	TELENACHES	26th January.
LONDON	PROMETHEUS	17th February.
LONDON	DIOMED	3rd March.

LIVERPOOL BERTH.

(Taking Cargo at London Rates.)

FROM	STEAMERS	DATE
LIVERPOOL	TYDEUS	24th January.
LIVERPOOL	DANDANUS	20th February.

CONTINENTAL BERTH.

FROM	STEAMERS	DATE
MARSEILLES AND ANTWERP	PHRYNUS	20th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, and TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA	PARKING	24th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 14, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
SHANGHAI	KINKIANG	17th January.
MOJI, KOBÉ AND YOKOHAMA	TAIWAN	19th January.
CERU AND ILOILO	KAIKONG	20th January.
MANILA	TAIWAN	20th January.

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES (Single and Return, To Manila and Australian Ports).

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, January 15, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALGOSTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers	Sailing Dates
PRINCESS IRENE	WEDNESDAY, 21st Jan., 1903.
BARMSSTADT	WEDNESDAY, 4th Feb., 1903.
STUTTGART	WEDNESDAY, 18th Feb., 1903.
PREUSSEN	WEDNESDAY, 4th March, 1903.
HAMBURG	WEDNESDAY, 18th March, 1903.
PRINZ HEINRICH	WEDNESDAY, 1st April, 1903.
SACHSEN	WEDNESDAY, 15th April, 1903.
KLAUSCHOU	WEDNESDAY, 29th April, 1903.
BAYERN	WEDNESDAY, 13th May, 1903.
RUON	WEDNESDAY, 27th May, 1903.
PRINZ REG. LUTPOLD	THURSDAY, 11th June, 1903.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 21st day of January, 1903, at Noon, the Steamship PRINCESS IRENE, of the NORDDEUTSCHER LLOYD, Captain G. DANNEHMAN, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on MONDAY, the 19th January. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 20th Jan., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	1903.
OLYMPIA	9837	J. T. Bridge	Jan. 17.
PELLEADES	3753	F. G. Purinton	Feb. 7.
SHAWMUT	9837	W. M. Smith	Feb. 17.

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST PORTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, January 15, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMSHIP	CAPTAIN	DATE
SHANGHAI	Coromandel	C. D. BENNETT, R.N.R.	17th January.
LONDON & ANTWERP, via SINGAPORE, PANG, Cebu, Port Said & MARSEILLES	Antonia	C. F. LOGGISTON, R.N.R.	Noon, 21st Jan.
SINGAPORE & BOMBAY	Coromandel	C. D. BENNETT, R.N.R.	About 24th Jan.
YOKOHAMA via SHANGHAI	Coromandel	C. D. BENNETT, R.N.R.	About 27th Jan.
WEL-HAI-WEI MOU, NRI AND KOBÉ	Coromandel	C. D. BENNETT, R.N.R.	About 27th Jan.

PASSENGER SEASON, 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT—Malla, 6,064 Tons, 23rd March.

* See Special Advertisement.

* For Freight only.

* Calling at PENANG if sufficient inducement offers.

* For Freight or Passage, and further Particulars, apply to

P. & O. S. N. Co.'s Office, Hongkong, January 14, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	Jan. 16, at Noon.
PERILO	2540	R. Rodger	"	Jan. 23, at Noon.
PERLA	1980	J. McGinty	"	"
DIAMANTE	1980	A. H. Notley	"	"

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, January 15, 1903.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMER	LEAVING
AMOI, via SWATOW AND AMOY.	DAIJI MARU	SUNDAY, 18th Jan.
ANPING, via SWATOW AND AMOY.	MAIDZURU MARU	WEDNESDAY, 21st Jan.
TAMSU, via SWATOW AND AMOY.	DAIJI MARU	SUNDAY, 25th Jan.
FOOCHOW, via SWATOW AND AMOY.	ANPING MARU	WEDNESDAY, 28th Jan.

The Co.'s new Steamers are specially designed for the coast-trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at Lloyd's.

* Steamers will go alongside the Co.'s Wharves at the Customs water-front premises at Tamsui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, January 15, 1903.

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underwriters.

NEXT SAILINGS.

"TAIWAN"	leaves on 20th Jan.
"TSINAN"	" 16th Feb.
"CHANGSHA"	" 7th Mar.
"CHINGTU"	" 4th April.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, January 15, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 3876 Tons,

Captain N. TATE, will be despatched for MANILA on MONDAY, the 19th January, at 3 p.m. To be followed by ROSETTA MARU on or about 21st inst.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardesses carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, 100 House Street.

K. NAKASHIMA, Manager.

Hongkong, January 14, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the Captain, the Agents, nor the Owners will be responsible for any Debts contracted by the Officer or Crew of the following Vessels during their stay in Hongkong Harbour—

LENNAMANN, American ship, Captain O. Johnson.—Order.

SHIMOSA, British ship, Captain E. A. CHAPLAIN.—Doddwell & Co. Ltd.

Hongkong, January 8, 1903.

Shipping.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship Captain ROMBERG, will be despatched for the above Port on FRIDAY, the 16th January, 1903, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPIRAK & Co., General Managers.

Hongkong, January 14, 1903.

STEAM FOR STRAITS, CEYLON, AUSTRAL

10

Road Fish,—See Hau Kung	...	M ^s	
Roach.—Chun Yu	...	8	
Salmon.—Ma Yau Yu	...	20	
Shark.—Sa Yu	...	7	
Skate.	Po Yu	...	7
Springs,—Ha	...	...	18
Snapper,—Lap Yu	...	...	15
Soles,—Pat Si Yu	...	...	16
Tench.—Wai Yu	...	...	14
Turbot.—Cho Ho W Yu	...	...	14
Turbid, small, fresh water,—Kerk Yu	...	...	60
White Perch.	Nang H G	...	

Fruits.		lb
Almonds,—Hung Yau	... ..	20
Apples, (California)—Kam San Ping Khor	...	25
(Chefoo)—Tin Chun Ping Khor	...	—
Small,—Hoi Tong	... ..	—

Castard,—Eon Lai Chi	...	each	—
Bananas, fragrant, Canton,—San Shing	...	...	3
Heung Chiu	...	...	3
Bananas, (brides), Miao—San Heung Chiu	...	...	3
Chestnuts, Chinese,—Fong Lut	...	...	12
Carambola,—Yeung Tso	...	...	—
Coconuts,—Yoh Tsz...	...	each	9
Grapes,—Sin Tai Tsz...	...	...	—
Louisa, China—Ning Moong	...	...	6

Limes, Dried	-Lai Chi Con	...	12	
Limes, (Saigon)	-Sai Kuong Ning Moong	...	each 6	西
Mango, Maileu	-Lai Sung Moeng	...	...
Mango, Saigon	-Sai Kuong Moong	...	...
Men outdoors	-San Chuk Taz	...	dozen	
Oranges, (Canton)	-San Shing Tim Chang	...	5	省
.. Small	-Tai Kut	...	5	
.. Mandarin	-Tim Kut	...	10	
Olives	-Pek Lam	...	11	5
Pears, (American)	-Kam San Shut Li	...	...	金
.. (Canton), Cooking	-Sa Li	...	...
.. (Shanghai)	-Sheung Hai Li	...	15	
Peanuts	-Fa Sang	...	10	
Persimmons Large	-Hung Chi	...	...
Pine-apples, 1st quality	-Sheung Poon Ti	...	...
.. Fair Low	...	...	each 5	本
.. 2nd cooking	-Chung-tang-pau-law	...	...

Plantains, — Tai Cheu	...	...	2
Pumelo, Siam, — Chim Lo Yau	...	...	9
Walnuts, — Hop Tuo	...	...	10

Vegetables, &c.

16

Ariehoches, Shanghai—Sheung Hai	Ah Ah		
Chi Cheuk	...	...	4
Beans, (French), Macao,—Oh Moon Pin Ta	(French), Shanghai,—Shoung Hai Pin Tau ... ..	...	8 澳
" Sprout,—Ah Choi	...	...	上
" Long,—Tau Kok	...	...	—
Beet Root,—Hung Chiu Yau	...	cach	2
Brijnjs, Green,—Ching Xuen Ker	...	...	—
" Red,—Hung Ker.	...	...	3
Brassica,—Pak Choi.	...	...	2
Bamboo Shoots,—Cheuk Shun	...	...	16
Cabbage, Chinese, com.—Kai Choy	...	...	3
Cabbage Root,—Lan Tau	...	cach	2
Cabbage, (Shanghai)—Yeh Choi	...	...	—
Cane Shoots, bunch,—Xau Shun	...	...	—
Cauliflower, Large size,—Tai Yek Choi-fa	...	each	15 大
" Medium size,—Cheung Yeh Cho-fa	...	...	10 中
" Small size,—Sai Yek Choi Fa	...	...	8 小

Celery, Chinese, — Tong Kan Choi	...	4
„ English, — Yeung	„ „	6
„ White, — Pak	„ „	6
Charles Dried, — Con Lai Chi	...	18
„ Red, — Hung Fa	„ „	20
„ Green, — Ching Lai Chiu	...	10
Curry Stuff, English, Ka Lee Choi Liu	...	如
Cucumbers, — Ching Ka	...	15
Bitter Squash, — Fu Kwa	...	—
Garlic, — Sun Tau	...	6
Ginger, young, — Sun Tai Keung	...	6
„ old, — Lo Keung	...	6
Horse Radish, Shai-Lik Kan	...	16
Indian Corn, — Suk Mai	...	piece
Lettuce, — Young Sang Choi	...	ash
Water Chestnuts, — Ma Tai	...	4
„ Mandarin, — Kwei Lum Ma Tai	...	5

Mushrooms, Fresh—Sang Cho Kho	...	—
Onions, Bombay,—Yeung Ching au	...	8
„ Green,—Sang Churg	...	3
„ Shanghai,—Sueung Hoi Chung Tau	...	—
„ Japan,—Yut Poon	„	6
Okroes,—Mo Ker...	...	—
Parsley, English,—Yeung Un Sai	...	1
Green Peas,—Ching Tau	...	1

Potatoes, Sweet, — Fan Shu	...	3
" Shanghai, — Sheng Hai Shu Tsai	...	2
" Japan, — Yut Poon Shu Tsai	...	—
" American, — Fa Ki	...	—
" Foochow, — Pak Chai, — nu Tsai	...	3
" Macao, — Oh Moon	...	3
Pumpkin, — Toong Kwa	...	3
Radish, — Hung Lo Pak Tsai	...	4
Shalots, — Con Chung Tsai	...	2
Spinage, (Chinese), — Paw Ohel	...	3
Spinach, — Yin Choi	...	—
Tomatoes, — Fan Ker	...	4
Taro, — Wu Tau	...	3
Turnips, Punt, (Long), — Low Pak	...	2
" English, — Jeung Low Pak	piece	—
Vegetable Marrow, — Chit Kwa	...	—
Water Cresses, — Sai Young Choi	...	4
Yams, — Ta Shu	...	4

ROBERT G. MOEWEN
Inspector in Charge of the

